

2011 SAFE ROUTES TO SCHOOL APPLICATION

All sections must be completed (See application instructions)

Date Rec'd:
(For office use only)

APPLICANT INFORMATION (IF OTHER THAN SPONSOR)

Organization: OUACHITA PARISH SCHOOL BOARD
Address: 920 THOMAS RD. Phone: (318)387-8267
City: WEST MONROE State: LA Zip: 71292
Contact Person: PAM BARTON Title: SUPERVISOR OF COMP. GRANTS Phone: (318) 387-8267
E-mail: pbarton@opsb.net Fax Number: (318)325-3476

SPONSOR INFORMATION

Sponsoring Agency Name: OUACHITA PARISH POLICE JURY
(Please note, Sponsor must be a governmental agency)
Type of Sponsor: ☐ University ☐ School Board ☐ Local Government ☐ State Government
☒ Local Public Works ☐ Other
Is the Sponsoring Agency willing to accept liability and maintenance of the project? YES
Address: P.O. BOX 3007 Phone: (318) 327-1340
City: MONROE State: LA Zip: 71210
Contact Person: BRADLEY N. CAMMACK, CPA Title: TREASURE
E-mail: bcammack@oppg.org Fax Number: (318) 327-1339

PROJECT SUMMARY INFORMATION

Name of Project: HAPPY FEET HEALTHY STUDENTS – PHASE II
Brief description: The proposed project provides for pedestrian improvements along the route from Shady Grove Elementary School to neighboring residential subdivisions, including the sidewalk improvements at Ticheli Road and the improvement of existing sidewalks to the south of the Phase I Project (Garden Park Drive from Ticheli Road to Sullivan Place). Other roads along which sidewalks will be improved are Rayfield Lane and Langford Drive. Along with sidewalk improvements, crosswalk striping is included at three intersections. Partnerships with local law enforcement, the Ouachita Parish Police Jury, Louisiana Department of Transportation, and Shady Grove Elementary PTA will serve the educational needs of students, parents, and community leaders. The school district will be instrumental in providing recognition for parents, students, and partners that actively participate in this worthwhile endeavor.
Estimated cost: \$ 225,300.00 Project Location (City/Parish): Ouachita Parish, Louisiana
Project is located in: State House District No. 16 State Senate District No. 33

See <http://www.legis.state.la.us/> to obtain district numbers.

Other considerations for eligibility

1. Is this project a part of a phased project? **YES** Which phase of the series? **Phase II**
List other phases: **Phase I**
2. For Metropolitan Areas over 50,000 population, has the Metropolitan Planning Organization (MPO) endorsed the project? **YES (Attached)** (If yes, please attach the MPO letter of endorsement.)
3. Has a local resolution endorsing the project and committing to provide any maintenance requirements been issued by the city or parish and included with this application? **YES**
4. Does all right-of-way necessary for the project fall within public ownership or lease? **YES**
If no, can the applicant/sponsor obtain the property by Fee Simple or 25 year lease within 1 year of acceptance in the program? _____
5. Will all or part of the project be constructed inside State-Maintained Highway right-of-way? **NO**
(If yes, please attach a letter or email of 'no objection' from the local DOTD District Office.)
6. Does any part of the project encroach on or cross railroad ROW? **NO**
7. Is the Sponsor aware that the project must conform to applicable requirements of Americans with Disabilities Act (ADA) or any other state or federal laws concerning accessibility? **YES**
8. Indicate below the SRTS category that your project addresses? (check all that apply)

INFRASTRUCTURE

- ☒ Sidewalk improvements
 - ☒ Traffic calming and speed reduction improvements:
 - ☒ Pedestrian and bicycle crossing improvements
 - ☐ On-street bicycle facilities
 - ☒ Off-street bicycle and pedestrian facilities
 - ☒ Secure bicycle parking facilities:
 - ☐ Traffic diversion improvements:
 - ☐ Other: Please explain
-

NON-INFRASTRUCTURE

- ☒ Bicycle and pedestrian safety curricula, materials and trainers.
- ☒ Training, including SRTS training workshops that target school- and community-level audiences.
- ☒ Modest incentives for SRTS contests, and incentives that encourage more walking and bicycling over time.
- ☒ Safety and educational tokens that also advertise the program.
- ☒ Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- ☒ Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school

hours.

- ☐ Costs for additional law enforcement or equipment needed for enforcement activities.
- X Equipment and training needed for establishing crossing guard programs.
- X Stipends for parent or staff coordinators. (The intent is to be able to reimburse volunteers for materials and expenses needed for coordination and efforts, not to pay volunteers for their time. The maximum value of a stipend is \$2,000/school year.)
- ☐ Other: Please explain _____

SCHOOL INFORMATION

School District: Ouachita Parish School District Superintendent: Dr. Robert Webber

Address: 2304 Ticheli Road

City: Monroe State: LA Zip: 71202

Contact Person: Jerlyn Bobo Title: Principal

Phone: (318) 323-9941 Fax Number: (318) 388-4470 Email: bobo@opsb.net

(A letter of support must be attached)

(If more than one school is involved, copy this page and complete information for each school)

School Name: Shady Grove Elementary

School mailing address: 2304 Ticheli Road, Monroe, LA 71202

School physical address: 2304 Ticheli Road, Monroe, LA 71202

Parish: Ouachita Elementary or Middle School? Elementary Grades: Pre-K4-6

Number of Students: 453

Number of Teachers: 35

Principal's contact information: Name: Jerlyn Bobo Phone Number: (318) 323-9941

(A letter of support must be attached, if application is not coming from the school.)

PTA/PTO contact information if applicable: Dवान Hurd (318) 323-9941

Who is your school's designated **Safe Routes to School Coordinator**? (Please give a name and email address) Jerlyn Bobo (bobo@opsb.net)

Are students allowed to walk or bike to school? YES If not, is the school proposing to change this policy? _____ Explain: _____

Does the school currently have any Safe Routes to School Programs? YES If yes, Please elaborate:

Phase I (2009) proposed project consists of improvements/replacement of sidewalks along

Ticheli Road (from Shady Grove Elementary School to Garden Park Drive (approximately 1,220'),

and construction of new sidewalks along Garden Park Drive from Ticheli Road to Sullivan Place (approximately 760'), as well as crosswalk striping at eight (8) intersections. Construction has not begun, pending certification from the state of Louisiana.

Note: Number after each item denotes the possible points awarded for that item.

PROBLEM IDENTIFICATION ATTACHMENT A

1. Identify any obstacles (physical or perceived) to walking and /or biking to and from school. (8)

1. The School is located on Ticheli Road, a major arterial street between U.S. Highway 165 Bypass and Louisiana Highway 15 with average daily traffic of 4,576 vehicles per day. Shady Grove was awarded funding from the 2009 SRTS competition to replace the existing pedestrian route along Ticheli Road, which is located on the south side of the street from the School, to the vicinity of Garden Park Drive. No sidewalks were located along Garden Park Drive, the principal street serving Garden Park Subdivision. Phase II of Happy Feet Healthy Students will expand pedestrian access for 925 L.F. on Rayfield Lane and 1,130 L.F. down Langford Drive. The sidewalks in place at this time are substandard and in grave disrepair.

The existing three (3) foot wide concrete walk along Rayfield and Langford is unlevelled, too narrow, irregular and structurally unsound in many locations. The route along Langford crosses five (5) intersecting drives or streets without crosswalks before intersecting with Ticheli. Ticheli is the street in front of the school where pedestrians' paths and crosswalks were proposed in Phase I. Several sections of the existing walkway have been severely damaged or displaced. The deficiencies in the existing sidewalk expose pedestrians to substandard conditions along the route. These deficiencies are considered to be a factor which discourages pedestrian travel to and from the school. The absence of marked crosswalks is a safety hazard especially for children that have not learned the proper procedure for crossing the street. It is more common at the present time for students to walk down the street than to use to dilapidated sidewalks.

Parents in this neighborhood are generally not trusting. It is an accepted belief that "concerned parents" carry their children to school in a vehicle or they put them on a school bus. Our surveys indicate that many parents perceive walking or biking to school to be impossible because of safety issues. Even with those misconceptions in place, about 10% of the students walk or bike to school.

Safety issues for students that walk or bike to school has not been a priority in the past. Programs that promote such activities did not exist and safety education for students, staff, parents, and community members was also nonexistent before Safe Routes to School. Funding from phase I will be utilized to address those needs, while phase II will reinforce and expand what will be started during phase I. (Construction for phase I has not been started at this time). We are anxiously waiting for the engineer to receive the state certification letter. Therefore safety education is still nonexistent.

Many community factors such as high poverty and crime rates lead parents and school officials to discourage students from walking or biking. Educational programs will target real and perceived fears.

2. Identify risks or hazards facing children who walk or bike to school. Supply crash data or other relevant information as supporting documentation. (8)



National Highway Traffic Safety Administration
Our Mission. Save lives, prevent injuries, reduce vehicle-related crashes

Fatalities by Person/Crash Type

Fatality Type	Fatalities					Fatalities Per 100,000 Population				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
Total Fatalities (All Crashes)*	24	27	21	25	15	16.17	18.00	14.01	16.63	9.90
(1) Alcohol-Impaired Driving (BAC=.08+) Fatalities	10	6	5	8	2	6.74	4.00	3.34	5.32	1.32
(2) Single Vehicle Crash Fatalities	15	10	9	17	10	10.11	6.67	6.00	11.31	6.60
(3) Large Truck Involved Crash Fatalities	1	1	7	8	3	0.67	0.67	4.67	5.32	1.98
(4) Speeding Involved Crash Fatalities	7	7	5	7	2	4.72	4.67	3.34	4.66	1.32
(5) Rollover Involved Crash Fatalities	5	7	4	10	5	3.37	4.67	2.67	6.65	3.30
(6) Roadway Departure Involved Crash Fatalities	18	11	10	13	5	12.13	7.33	6.67	8.65	3.30
(7) Intersection (or Intersection Related) Crash Fatalities	2	8	4	4	3	1.35	5.33	2.67	2.66	1.98
Passenger Car Occupant Fatalities	6	11	10	8	5	4.04	7.33	6.67	5.32	3.30
Light Truck Occupant Fatalities	12	7	8	9	4	8.08	4.67	5.34	5.99	2.64
Motorcyclist Fatalities	1	4	0	1	2	0.67	2.67	0.00	0.67	1.32
Pedestrian Fatalities	4	3	3	4	4	2.69	2.00	2.00	2.66	2.64
Bicyclist (or Other Cyclist) Fatalities	1	1	0	0	0	0.67	0.67	0.00	0.00	0.00

(1) Crash Involved at Least One Driver or Motorcycle Rider With a BAC of .08 or Above

(2) Crash Involved Only One Vehicle In Transport

(3) Crash Involved at Least One Large Truck

(4) Crash Involved at Least One Vehicle Speeding

(5) Crash Involved at Least One Vehicle That Rolled Over

(6) Crash Involved at Least One Vehicle That Departed the Roadway (FHWA Definition)

(7) Crash Occured Within an Intersection or Within the Approach to an Intersection

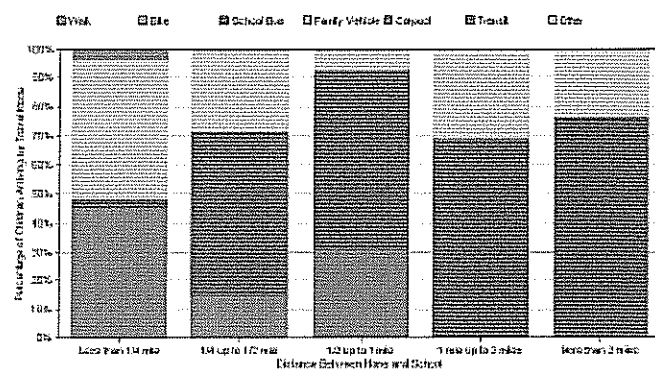
*A Fatality Can Be in More Than One Category. Therefore Sum of the Individual Cells Will Not Equal the Total Due to Double Counting

The National Highway Traffic Safety Administration has published 2007 Traffic Safety Facts for Ouachita Parish, Louisiana. This report indicates that a total of fourteen (13) pedestrian fatalities have occurred in Ouachita Parish since 2003. This statistic confirms the need for upgraded and improved pedestrian routes particularly in high hazard areas such as a school zone along a major street.

Shady Grove Elementary is located a few blocks from U. S. Highway I-65. The road in front of our school leads to the highway making it a heavily traveled area. It is a major route for 18-wheeler and other transport trucks from the highway to smaller communities. Therefore walking and biking for our students is an impossibility without the construction and repair of the pathways. The Police Jury was instrumental in honoring the school board's request to cover large drainage ditches on the property surrounding the school. At this time all ditches surrounding the school property have been covered making it an ideal location to place walking and biking paths. Another concern for our community is the location of a minimum security correctional facility within 1.15 miles of our school. The facility is nicknamed the "pea farm" because inmates are allowed to work the farm on site where they grow a large portion of their vegetables that are consumed by the prison population. The facility can accommodate up to 900 prisoners at any one time. Parents have fears about being in such close proximity to a correctional facility. This fear is real for the parents. However, in actuality no prisoner has escaped from the facility within the past seven years. This is another problem that we can address with this initiative.

3. Describe the current percentage of students that bike or walk to school and the potential for increasing that percentage. Provide a summary of student surveys, parent surveys, etc. as supporting documentation. (5)

Percentage of Children by Travel Mode to School and Distance Between Home and School:



Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	12 (13.6%)	1 (1.1%)	4 (4.5%)	0 (0%)	0 (0%)	16 (20.3%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	1 (1.1%)	4 (4.5%)	8 (9.1%)	11 (12.5%)	16 (19.2%)	43 (48.8%)
Family Vehicle	13 (14.5%)	2 (2.3%)	1 (1.1%)	5 (5.7%)	5 (5.7%)	26 (29.6%)
Carpool	1 (1.1%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.1%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	27 (30.5%)	7 (7.8%)	13 (14.7%)	16 (18.2%)	21 (23.5%)	

No Response: 3

(Percentages may not total 100% due to rounding.)

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (0%)
2nd Grade	1 (1.3%)	0 (0%)	0 (0%)	0 (0%)	3 (0%)
3rd Grade	0 (0%)	1 (1.3%)	0 (0%)	1 (1.3%)	3 (0%)
4th Grade	2 (2.5%)	0 (0%)	0 (0%)	0 (0%)	3 (0%)
5th Grade	3 (3.8%)	1 (1.3%)	1 (1.3%)	0 (0%)	1 (1.3%)
6th Grade	4 (5.1%)	0 (0%)	2 (2.5%)	0 (0%)	3 (0%)
7th Grade	2 (2.5%)	1 (1.3%)	0 (0%)	0 (0%)	2 (2.5%)
8th Grade	1 (1.3%)	0 (0%)	0 (0%)	1 (1.3%)	1 (1.3%)
Not at any Grade	10 (12.7%)	4 (5.1%)	10 (12.7%)	11 (13.9%)	15 (19.0%)

No Response: 12

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	7 (35.0%)	48 (67.6%)
Convenience of driving	0 (0.0%)	14 (19.7%)
Time	3 (15.0%)	12 (16.9%)
Before/after-school activities	0 (0.0%)	7 (9.9%)
Traffic speed along route to school	7 (35.0%)	37 (52.1%)
Traffic volume along route	2 (10.0%)	35 (49.3%)
Adults to walk/bike with	2 (10.0%)	11 (15.5%)
Sidewalks or pathways	5 (25.0%)	25 (35.2%)
Safety of intersections & crossings	4 (20.0%)	30 (42.3%)
Crossing guards	5 (25.0%)	19 (26.6%)
Violence or crime	10 (50.0%)	38 (53.5%)
Weather or climate	9 (45.0%)	38 (53.5%)
Number of Respondents Per Category	20	71

No Response: 0

(Percentages may not total 100% due to rounding.)

Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 – 10 min	11 – 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	5 (5.5%)	10 (11.0%)	4 (4.4%)	0 (0%)	0 (0%)	19 (20.9%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	4 (4.4%)	14 (15.4%)	9 (9.9%)	7 (7.7%)	10 (11.0%)	44 (48.4%)
Family Vehicle	13 (14.3%)	12 (13.2%)	2 (2.2%)	0 (0%)	0 (0%)	27 (29.7%)
Carpool	1 (1.1%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.1%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	23 (25.3%)	36 (39.6%)	15 (16.5%)	7 (7.7%)	10 (11%)	

No Response: 0

(Percentages may not total 100% due to rounding.)

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: "Would You Probably let Your Child Walk or Ride to/from School Issues Were Changed or Improved?"

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	17 (23.8%)	44 (62.0%)	12 (16.8%)
Convenience of driving	7 (9.9%)	27 (38.0%)	7 (9.9%)
Time	7 (9.9%)	28 (39.2%)	8 (11.3%)
Before/after-school activities	7 (9.9%)	23 (32.4%)	5 (7.0%)
Traffic speed along route to school	11 (15.5%)	32 (45.1%)	9 (12.7%)
Traffic volume along route	11 (15.5%)	31 (43.7%)	8 (11.3%)
Adults to walk/bike with	10 (14.1%)	24 (33.8%)	5 (7.0%)
Sidewalks or pathways	11 (15.5%)	28 (39.4%)	8 (11.3%)
Safety of intersections & crossings	10 (14.1%)	31 (43.7%)	7 (9.9%)
Crossing guards	8 (11.3%)	29 (40.8%)	7 (9.9%)
Violence or crime	8 (11.3%)	38 (52.7%)	7 (9.9%)
Weather or climate	8 (11.3%)	35 (49.3%)	9 (12.7%)

Number of Respondents That Selected at Least 1 Issue: 71

No Response: 0

(Percentages may not total 100% due to rounding.)

Shady Grove Elementary School has a student population of approximately 507 students in grades Pre-K thru 6th. An estimated 50 students or 9.9% of the student body currently walk to and from school, and, an estimated 240 students or 47.3% ride school buses. The remaining 217 students or 42.8% are dropped off or picked up at the school in private vehicles. There are currently no students that ride a bicycle to school. Our parent surveys indicate, that of those surveyed, about 50% of the students living within ¼ of a mile and about 40% living within ½ mile are dropped off by vehicle or ride the bus to school. We will target this group for our Happy Feet/Healthy Students Program. Crime, distance and weather negatively affected parents' decisions to allow their children to walk or ride bikes to school. These factors were considered in our decision to improve infrastructure, provide supervised walking and biking, establishing set routes, and for providing incentives that include umbrellas and raincoats.

4. Provide summary reports of studies used to identify problems and recommend solutions where applicable. Examples are traffic studies, walkability or bikeability surveys, etc. (4)

Two site surveys were performed by the school district and community partners. District officials surveyed the school site before school as the children were arriving and just after school as the children were leaving (as recommended in the Safe Routes to School Training session). Team members paired off, and some team members physically walked the pedestrian routes to and from the school while others monitored the vehicle traffic around the school. Team members collected qualitative data from parents along the pedestrian routes, noted structural deficiencies, and observed pedestrian and biker safety infractions. The team met back at the school to discuss the identified gaps and weaknesses in services. Recommendations were made and the following components were adopted:

- Improvement to pathways to promote walking and biking
- Establish set routes with visible crosswalks
- Establish safe houses along the route
- Provide an organized and supervised program for walking and biking

The second survey was conducted by school district officials and key personnel from the Ouachita Parish Police Jury. The preliminary engineer helped to identify additional safety issues and recommended needed solutions. (The recommendations of the engineer are outlined in the next section of the proposal.) The Ouachita Parish Police Jury conducted updated traffic counts for all public roads within the unincorporated areas of Ouachita Parish in FY 2007. Current traffic counts for Ticheli Road and the intersecting streets within the project area are as follows:

TRAFFIC DATA

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Width</u>	<u>Length</u>	<u>ADT</u>
Ticheli Road	U.S. Hwy. 165	La. Hwy. 15	20'	4,650'	4,576
Rayfield Lane	Ticheli Road	Langford Drive	22'	486'	231
Langford Drive	U.S. Hwy. 165	Ticheli Road	22'	2,689'	1,764
Ockley Drive	Ticheli Road	Charles Boulevard	20'	485'	109
Aubrey-Russ Road	Ticheli Road	Dead End - South	14	680	56
Garden Park Drive	Ticheli Road	Dead End – North	22'	1,240'	1,868

The Safe Routes to School Program will help provide for improved pedestrian facilities along the heavily traveled route adjacent to the school, will educate students, parents, and staff on safety measures, and will promote the goals of the SRTS Initiative. Infrastructure improvements will accommodate students from the immediate neighborhood as they safely walk to and from school.

Improved pedestrian facilities along this route including new sidewalks which conform to ADA standards and crosswalks will provide a safer more convenient opportunity for students from the adjacent residential area to walk to and from school. Pedestrian improvements should provide for an increase in student pedestrian traffic, thereby reducing the number of students who are currently being dropped off, picked up by school buses, or picked up by private vehicles at Shady Grove Elementary.

PROPOSED IMPROVEMENT/ACTIVITY ATTACHMENT B

1. Describe the proposed infrastructure improvement and/or non-infrastructure activity and how implementation will improve conditions with respect to the identified problem(s) above, e.g. improve driver behavior, improve quality of walking environment, decrease accidents, increase safety, increase numbers of students who walk or bike to school, etc. **Be specific.** Infrastructure description should include critical dimensions of proposed improvement with a plan view or cross-sections shown on a separate sheet. (20)

The proposed project is the second phase of sidewalk improvements in the vicinity of Shady Grove Elementary School.

Phase 1 consisted of improvements/replacement of sidewalks along Ticheli Road (from Shady Grove Elementary School to Garden Park Drive (approximately 1,220'), and construction of new sidewalks along Garden Park Drive from Ticheli Road to Sullivan Place (approximately 760'), as well as crosswalk striping at eight (8) intersections.

Phase II is proposed to tie-in to the sidewalk improvements at Ticheli and improve existing sidewalks to the south of the Phase 1 project. Ticheli Road is classified as an Arterial Road with an Average Daily Traffic Count of 4,576 at this location. Other roads along which sidewalks will be improved are Rayfield Lane and Langford Drive with ADT counts of 231 and 1,764 respectively.

In particular, the second phase consists of infrastructure improvements, including the replacement of substandard sidewalks along the following streets:

1. Rayfield Lane – Approximately 925 L.F. (Sidewalk on two (2) sides)
2. Langford Drive – Approximately 1130 L.F. (Sidewalk on one (1) side only)
3. Therefore, the total linear foot of sidewalk included within Phase 2 is 2,055 L.F.

Along with sidewalk improvements as indicated above, crosswalk striping is included at three (3) intersections. Existing sidewalks to be replaced have several locations that are in need of repair. Additionally, existing sidewalks have an average width of three feet (3'). The project will entail removal of the existing, substandard sidewalks and construction of sidewalks four feet (4') in width.

The proposed infrastructure improvements will increase pedestrian safety, improve driver behavior by making drivers more aware of potential pedestrian conflicts, improve the quality of the pedestrian environment, and will likely increase the number of students who walk or bike to school.

The proposed project will also include non-infrastructure activities to be implemented by Shady Grove Elementary. (See the timeline of activities below). Activities will begin as soon as permission for construction is granted.)

During Construction

1. SRTS Coordinator- A SRTS Coordinator was established in phase I. The coordinator will be responsible for selecting and ordering grade-level appropriate, educational materials to use with all students, basic implementation of all educational activities, sponsor the Happy Feet/Healthy Students Team (5th and 6th graders) and will work with partners to educate parents.
2. Teachers will make recommendations for appointments to the school's Happy Feet/Healthy Students Team. Team members will be used to encourage and promote the program.
3. Updates for Parents – The SRTS Coordinator will update parents at each of the regularly scheduled PTA meetings. The HF/HS Team and sponsor will be in charge of the presentation.

First Month After Construction	<p>1. Selected routes for walking and biking will be established. These will be determined with input from the engineer, local law enforcement, and parent survey information.</p> <p>2. Safe houses, parent monitors, and walking/biking supervisors will be identified and trained.</p> <p>3. Classrooms are equipped with HF/HS data collection charts and educational materials are received by classroom teachers. All grade-level appropriate educational materials will be motivational as well as informational.</p>
First Six Months After Construction	HF/HS assembly for students and educational activities are completed with each student
During First Six Months After construction	HF/HS program "Kickoff" Day in collaboration with local law enforcement and media recognition.
Remainder of the School	Program continues with special recognition days each six weeks. Data is collected each six weeks by the SRTS Coordinator.
Summer After Program Inception Summer	<p>1. Safe Houses, parent monitors, and walker/biker supervisors will be updated.</p> <p>2. Before school starts back, information will be mailed to parents highlighting the data from the program and providing instructions for participation in the program at the start of the new year.</p>
Fall of year Following Construction	Program continues with increased participation

In developing this project application, the following components were considered:

2. Explain how each component of the 4 E's below was considered in the project. If one or more were not considered or incorporated, explain. (10)
 - a. **ENGINEERING** - established engineering principles and accepted methods of vehicular and pedestrian traffic control have been used in the development of this project. Infrastructure needs were based on site surveys preformed by the preliminary engineer, Louisiana State Department of Transportation, and school officials. Documented recommendations from the site surveys were also considered.
 - b. **EDUCATION** - educating students relative to biking and walking safety skills with appropriate grade-level materials is an important part of this project. Levels of student experience and parent/student surveys were considered in the educational component. Education and training for parent volunteers through a collaborative effort with the Ouachita Parish Sherriff's

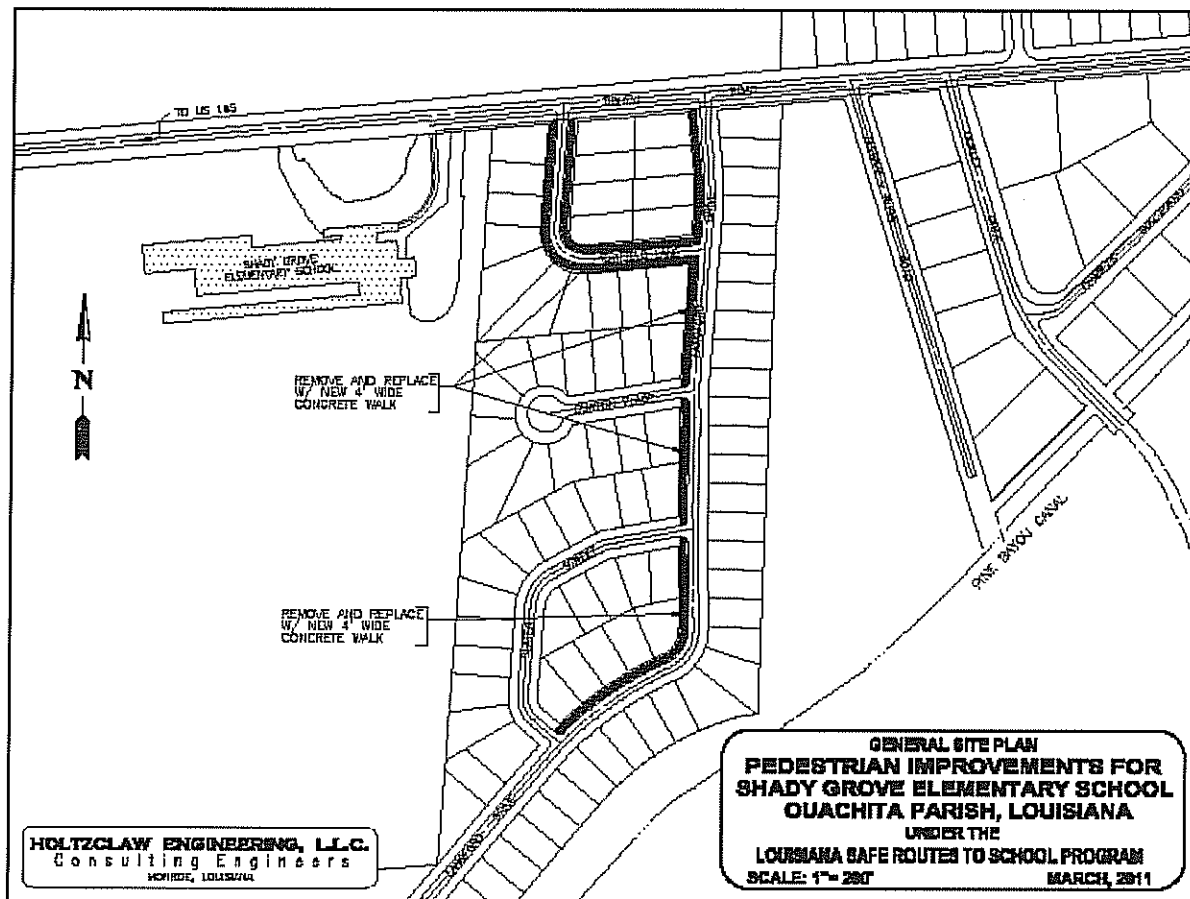
Department, Louisiana State Department of Transportation, and the Ouachita Parish School System were considered to ensure expert quality in training and education for our volunteers.

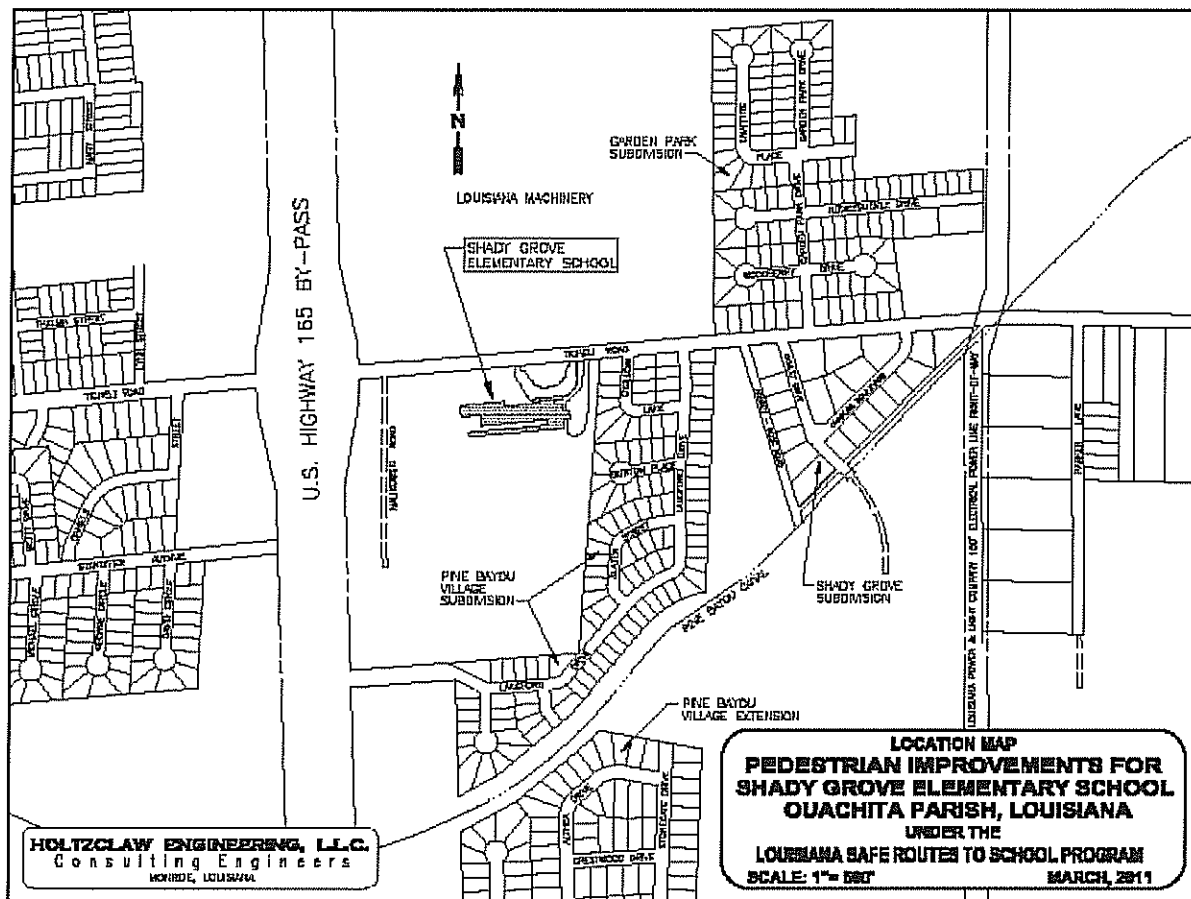
- c. ENCOURAGEMENT - events and non-structural activities will be used to promote safe walking and bicycling. The poverty level of students (95% free/reduced lunch) was a factor in preparing the encouragement component. Token incentives for parent, student, and staff participation are considered a highly effective method for encouraging the population that our community serves. Recognition and media attention is also a consideration for encouragement. This community is anxious to be spotlighted for the positive attention that HF/HS will bring.
- d. ENFORCEMENT - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs. local law enforcement will be requested to enforce traffic laws to insure pedestrian safety in the vicinity of schools as recommended by the Ouachita Parish Police Jury. Based on the responses to the parent survey, we know that crime is on the minds of our parents. The presence of local law enforcement will go a long way in easing the fears and lowering the anxiety level of concerned parents.

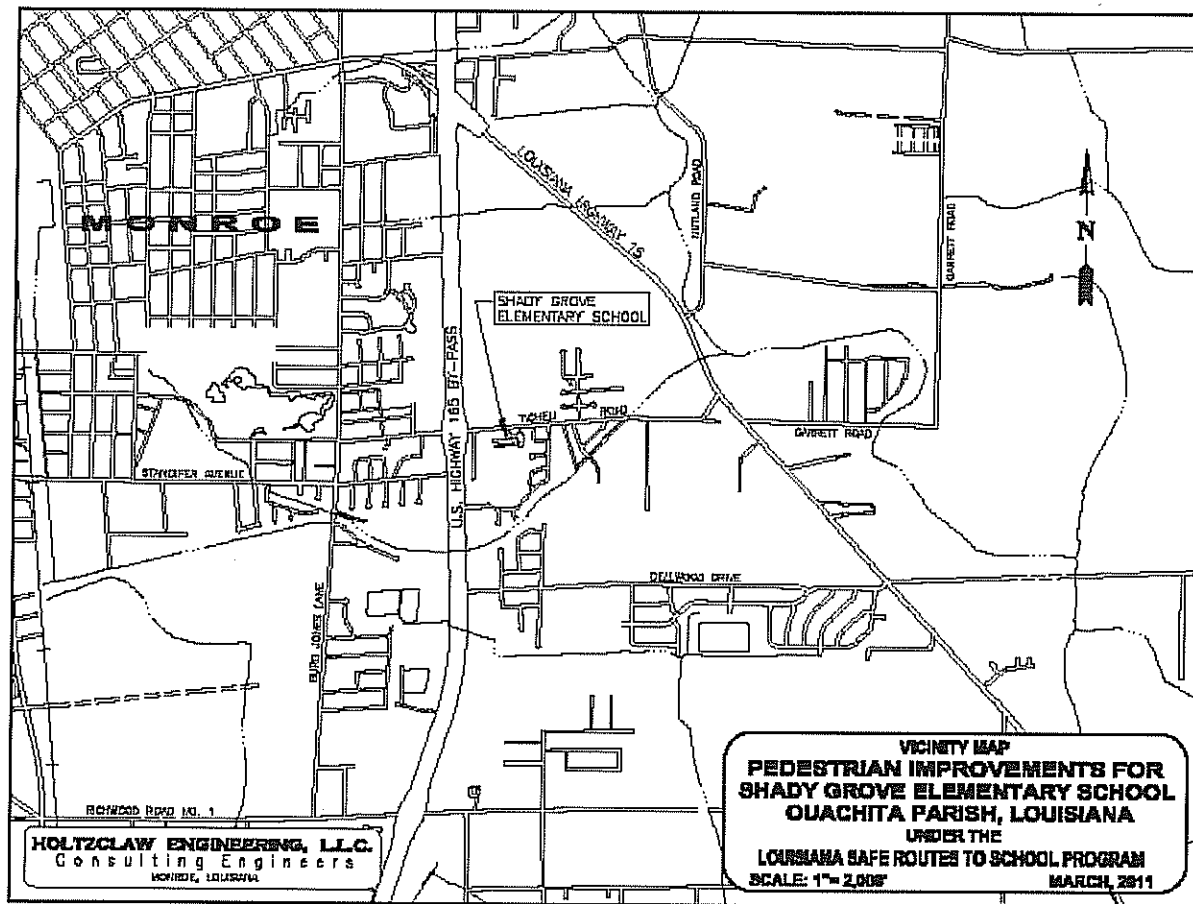
MAPS, PLANS, & PHOTOGRAPHS

ATTACHMENT C

1. Attach project location map(s); project boundary map and site plan (if available). (8)







2. Include photographs of the existing site and/or facility if applicable. (2)





PROJECT SUPPORT ATTACHMENT D

1. Describe and document any local organizations, local agencies, citizen support or other project partners participating in the development of this project.

With the support of the Safe Routes to School Program, the Ouachita Parish Police Jury and Shady Grove Elementary School will be able to create and implement a safer and more effective program to facilitate pedestrian traffic to and from school. Public involvement and education will be coordinated and sponsored by the school and its Parent Teacher Organization (PTO). The Ouachita Parish Sheriff's Department will also support our project.

2. Identify responsibility for maintenance and/or ongoing funding, if needed, to ensure the continued success of the project. Provide a letter or resolution of acceptance of responsibility.

The infrastructure improvements associated with this project will be maintained by the Ouachita Parish Police Jury through the Public Works Department. Those improvements located within the public school property will be maintained by the Ouachita Parish School Board.

3. Estimate the reoccurring funding required for the proposed project.

We do not anticipate any reoccurring cost that will not be covered by the initial maintenance agreement with Ouachita Parish Police Jury.



Shady Grove Elementary

2304 Tacheuli Road ~ Monroe, Louisiana 71202 ~ Phone: (318) 323-9941 ~ Fax: (318) 386-4470

Jerlyn Bobo, Principal
Darnell Whittington, Assistant Principal

March 4, 2011.

To Whom It May Concern:

As principal of Shady Grove Elementary, one of the most important concerns I deal with daily is the safety of the students and staff. There are many students that walk to and from school each day. The sidewalks are decaying and cause concerns for the students falling or even injuring themselves. The proposed infrastructure improvement project would not only be an asset for the school, but also for the community.

Shady Grove is always ready to give any support or help needed to improve the everyday lives of our children. This grant is a blessing for us because we are always struggling to try to improve the safety of the school. I would also like to thank every person or business that has taken a part in this project to see it through. Working together as a team is always the key to success.

Sincerely,
Jerlyn D. Bobo
Jerlyn D. Bobo

Shady Grove Elementary ... Setting Goals and Expectations



Shady Grove Elementary

2504 Tacheli Road ~ Monroe, Louisiana 71202 ~ Phone: (518) 323-9941 ~ Fax: (518) 388-4470

Jerlyn Bobo, Principal
Darnell Whittington, Assistant Principal

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Sincerely,
Jerlyn D. Bobo
Jerlyn D. Bobo

Shady Grove Elementary ... Setting Goals and Expectations

The following is an excerpt from the Minutes of the proceedings of the Ouachita Parish Police Jury Regular meeting held on February 22, 2011, to wit:

.....

Ms. Moore spoke regarding the Safe Routes to School Project. Ms. Moore recommended that the jury submit applications for Shady Grove and Jack Hayes Elementary Schools. Motion offered by Dr. Reddix, seconded by Mr. Calhoun to submit an application for Shady Grove and Jack Hayes Elementary Schools for the Safe Routes to School Project. Motion passed without opposition.

CERTIFICATION

The above is a true and correct copy of an excerpt from the Minutes of the proceedings of the Ouachita Parish Police Jury held on the 22nd day of February 2011, and has not been amended or altered by action of the Ouachita Parish Police Jury since that date.

This the 4th day of March 2011.


Deborah H. Sewell, Recording Secretary

SURVEILLANCE AND EVALUATION ATTACHMENT E

1. Please submit your plan for measuring success. Include projected outcomes, e.g. reduced driver speeds, number of students walking, traffic reduction. How do you plan to gather pre and post data on the percent of students walking and biking to school? (Applicants will be required to complete and submit standard surveys)(10)

In order to gauge the effectiveness of this plan, The SRTS Coordinator for Shady Grove Elementary School will conduct student surveys at the beginning and end of each school year to determine the method of transportation each student utilizes to attend school. Attached is a "Student Transportation Record Sheet" which will be used to generate this data. Each classroom will be given a HF/HS collection data chart for the wall. The students will stamp or place a sticker on the chart for each day that they walk or bike to school. The chart will be used to provide participation and recognition data at the end of each six weeks. The HF/HS Coordinator will provide a summation of data to all stakeholders at the end of each six weeks. It will be the responsibility of the HF/HS Coordinator to create a SRTS Newsletter in April that informs and highlights progress of the project. Parents will also be surveyed at the end of each school year. Data from the baseline parent survey will be used to determine if progress is being made.

Objectives: The number of students that walk or ride to school will improve by 20% from the time construction is completed until a twelve month period .

Baseline data will come from the student survey that is included in Attachment A. The target number will be calculated by multiplying the baseline number of student's that walk or bike to school by 0.20.

We anticipate that:

- More students will walk to school in the twelve month period after construction.
- More students will bike to school in the twelve month period after construction.
- More parents will favor walking and biking to school in the twelve months after construction.

It is anticipated that this project will create an increase in pedestrian traffic to and from school.

STUDENT TRANSPORTATION RECORD SHEET

Student Name	Walking	Bicycling	School Bus	Private Car	Date of Survey
TOTALS					

PROJECT COST ATTACHMENT F 15 Points

1. Itemize ALL project elements and costs for which funding is being sought only. List item, description, quantity, unit price, amount, etc. Include items for mobilization, temporary signs and barricades, and construction layout (if layout is applicable and to be performed by contractor). Use the form in Appendix A for infrastructure cost estimate. Provide a separate estimate for non-infrastructure activities. (15)

APPENDIX A

Detailed Infrastructure Project Cost Estimate

PROJECT
Name:
ID:

OUACHITA PARISH POLICE JURY
SAFE ROUTES TO SCHOOL PROJECT
SHADY GROVE - PHASE 2 (03.04.11)

Construction Costs							
Item No.	Item	UNIT OF MEASURE	QUANTITY (A)	UNIT PRICE (B)	AMOUNT (A x B)	LOCAL FUNDS (see note below)	REQUESTED SRTS FUNDS
1	Remove & Dispose of Existing Concrete Walk	S.F.	6,165.000	\$4.00	\$24,660.00	\$0.00	\$24,660.00
2	Fill & Embankment	C.Y.	1,000.000	\$26.00	\$26,000.00	\$0.00	\$26,000.00
3	New 4' Wide Concrete Walk	S.F.	8,220.000	\$10.00	\$82,200.00	\$0.00	\$82,200.00
4	Sidewalk Scupper Drains	EA	12.000	\$750.00	\$9,000.00	\$0.00	\$9,000.00
5	Crosswalk Striking	EA	3.000	\$500.00	\$1,500.00	\$0.00	\$1,500.00
6	Backfill & Recurse Along Existing Roadway	C.Y.	32.000	\$40.00	\$1,280.00	\$0.00	\$1,280.00
SUBTOTAL					\$148,640.00	\$0.00	\$148,640.00
7	Mobilization (5-10% of Amount Subtotal)				\$11,000.00	\$0.00	\$11,000.00
8	Traffic Control (2-10% of Amount Subtotal)				\$11,000.00	\$0.00	\$11,000.00
9	Construction Layout (5-5% of Amount Subtotal)				\$6,000.00	\$0.00	\$6,000.00
10	Contingencies (0-10% of Amount Subtotal)				\$14,000.00	\$0.00	\$14,000.00
CONSTRUCTION AND NON-CONSTRUCTION COST					\$42,000.00	\$0.00	\$42,000.00
Engineering Costs							
11	Preliminary Engineering	10% of Construction Costs Total			\$14,864.00	\$0.00	\$14,864.00
12	Construction Engineering/Contingency	15% of Construction Costs Total			\$21,996.00	\$0.00	\$21,996.00
ENGINEERING COSTS TOTAL					\$36,860.00	\$0.00	\$36,860.00
Other Costs							
Right-of-Way							
Utility Relocation							
Miscellaneous							
OTHER COSTS TOTAL							
TOTAL PROJECT COSTS					Construction + Engineering + Other	\$225,300.00	\$225,300.00

Detailed Non- Infrastructure Project Cost Estimate

Construction Costs						
ITEM	UNIT OF MEASURE	QUANTITY (A)	UNIT PRICE (B)	AMOUNT (AxB)	LOCAL FUNDS (See note below)	REQUESTED SRTS FUNDS
Travel:						
1 District Level Administrator travel to National SRTS Conference						
Minneapolis Minnesota 2011 TBD 2012						
Registration Fees	Each	2	\$ 700.00	\$ 700.00		\$ 1,400.00
Hotel/Lodging	Night	8	\$ 180.00	\$ 1,440.00		\$ 1,440.00
Airfare	Per	2	\$ 500.00	\$ 1,000.00		\$ 1,000.00
Transfers	Per Trip	8	\$ 25.00	\$ 100.00		\$ 100.00
Per Diem	Per Day	10	\$ 37.00	\$ 370.00		\$ 370.00
On site Training from SRTS	Group	1	\$5,000.00	\$ 5,000.00		\$ 5,000.00
Subs for on Site Training	Group	20	\$ 70.50	\$ 1,410.00		\$ 1,410.00
Stipends:						
SRTS Coordinator for after school	Hours	80	\$ 25.00	\$ 2,000.00		\$ 2,000.00
hours used for conducting program activities, evaluation, planning, etc..						
Materials & Supplies:						
Grade level educational materials	Per Student	400	\$ 4.00	\$ 1,600.00		\$ 1,600.00
Classroom Data Materials; such as:	Classrooms	35	\$ 50.00	\$ 1,750.00		\$ 1,750.00
Charts, posters, stickers, etc...						
HFHS Peer Team presentation materials	\$2,500					\$2,500
Student/School materials for project promotion and encouragement. Such as:	Items	1	\$3,500.00	\$ 3,500.00		\$ 3,500.00
Team t-shirts, pencils, buttons, stickers, bicycle accessories,						

posters, banners.						
Program Incentives: Such as:	Items	1	\$7,500.00	\$ 7,500.00		\$ 7,500.00
Umbrellas, Backpacks, Bike Locks,						
Shoes, Bicycles, Raincoats, Caps, etc.						
Volunteer Crossing Guard Supplies:	Items	1	\$2,000.00	\$ 2,000.00		\$ 2,000.00
Such as: Stop Sign, Reflective Vest,						
Identification Printed Shirt, 2-Way						
Communication Radio						
Parent/Student Training/Orient. Material:	Items	1	\$1,000.00	\$ 1,000.00		\$ 1,000.00
Such as: CD's, Binders, Token						
motivational incentives, promotional signs						
informational posters.						
Equipment:						
Presentation equipment to be used for						
orientations, meetings, and trainings.						
Bike Racks (For 18 Bikes)	Each	4	\$ 750.00	\$ 3,000.00		\$ 3,000.00
Printing:						
Printing of Brochures, Newsletters,	Each	1	\$2,500.00	\$ 2,500.00		\$ 2,500.00
Yard Signs, etc...						
Postage:						
Newsletters/Data mailed to Parents	Stamps	400	\$ 0.42	\$ 168.00		\$ 168.00
Evaluator: contracted Service for program evaluation						\$5,000
Subtotal				\$35,038.00	\$ -	\$ 43,238.00

TOTAL NON-INFRASTRUCTURE		\$35,038.00		\$43,238.00
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The amount in the shaded box will be the total SRTS Funding requested

Note: Local funds are not required for construction or engineering costs as long as maximum amount is not exceeded. Requiring matching funds is not permitted for this program. Sponsors may elect to supplement SRTS funds to expedite or fully fund the pro

BONUS SECTION ATTACHMENT G Bonus 10 Points

Attach an Action Plan that consists of the following parts: (10)

1. Define all infrastructure improvements and non-infrastructure activities that have been identified as needed during the problem identification process but are not a part of this request.
2. Provide a cost estimate of each of the items.
3. Assign a priority for each element
4. Identify possible funding sources
5. Propose a time frame for accomplishing all elements.
6. Describe the actions that will be taken to accomplish the plan.

Action Plan

Problem Identification	Cost	Element	Funding Source	Timeframe	Action	Responsible Party
Physical improvements are needed to pedestrian pathways	\$225,300	Engineering	SRTS	Based on State Approval	Construct sidewalks Establish crosswalks	Police Jury
Safety of Students that walk or ride a bike	\$16,370	Education	SRTS	Starting after construction is started. Ongoing	Student education Parent Education	Shady Grove HS/HS Coordinator
Too many students do not walk or ride a bike	\$13,668	Encouragement	SRTS	Starting after construction is started. Ongoing	Offer incentives Offer recognition	Shady Grove HF/HS Team
Evaluation is needed to guide progress and to provide feedback	\$9,000	Enforcement	SRTS	As soon as construction starts – 18 months after construction	Evaluator will be hired as a contracted service	Evaluator TBD

CERTIFICATION

The undersigned has authority to sign on behalf of the Sponsor and certifies that the undersigned has legal authority to enter into contract to implement this project. The undersigned certifies that all information provided is complete and accurate to their best knowledge. The undersigned acknowledges that if the project is accepted by the Safe Routes to School Program, that funding and scope of work requested in this application **shall not** be changed from that originally requested. Any additional costs will be borne by the Sponsor.

SIGNATURE

DATE

TITLE

PHONE NUMBER

PRINTED NAME

Email your application in a word document to shalanda.cole@la.gov . Also, send one (1) bound application and four (4) stapled copies of the application.

The bound application and the extra 4 copies should be submitted to:

Louisiana Department of Transportation and Development
Safe Routes to School Program
Attention: Shalanda Cole, MBA
Section 82
P.O. Box 94245
Baton Rouge, LA 70804-9245

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Robert Webber

SIGNATURE

3/4/11

DATE

Superintendent

TITLE

432-5000

PHONE NUMBER

Robert Webber

PRINTED NAME

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